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yle Drive Environmental and Design Study

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meet the requirements of the both environmental regulations and will be referred to as the
EIR.

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Doyle Drive Environmental and Design Study
Initial Environmental Study

Introduction

The San Francisco County Transportation Authority (SFCTA) is proposing to replace Doyle Drive located in the Presidio of San Francisco (the Presidio), within the Golden Gate Recreation Area, in San Francisco County, California. The Presidio has been part of the National Park system since 1994 and a National Historic Landmark since 1962. The Doyle Drive roadway has been determined to be a contributing structure to the landmark. Doyle Drive is maintained and managed by Caltrans within a right-of-way originally granted by the Army and is now under the jurisdiction of the Presidio Trust, a federal corporation that manages Area B of the Presidio (see Figure 1). The National Park Service manages Area A (see Figure 1).

Doyle Drive is 1.5 miles long and is the southern approach of U.S. 101 to the Golden Gate Bridge. It has three San Francisco approach ramps, one beginning at the intersection of Marina Boulevard and Lyon Street and the other at the intersection of Richardson Avenue and Lyon Street. State Route (SR) 1 (Coast Highway) merges into Doyle Drive approximately one mile west of the Marina Boulevard approach (see Figures 1 and 2).

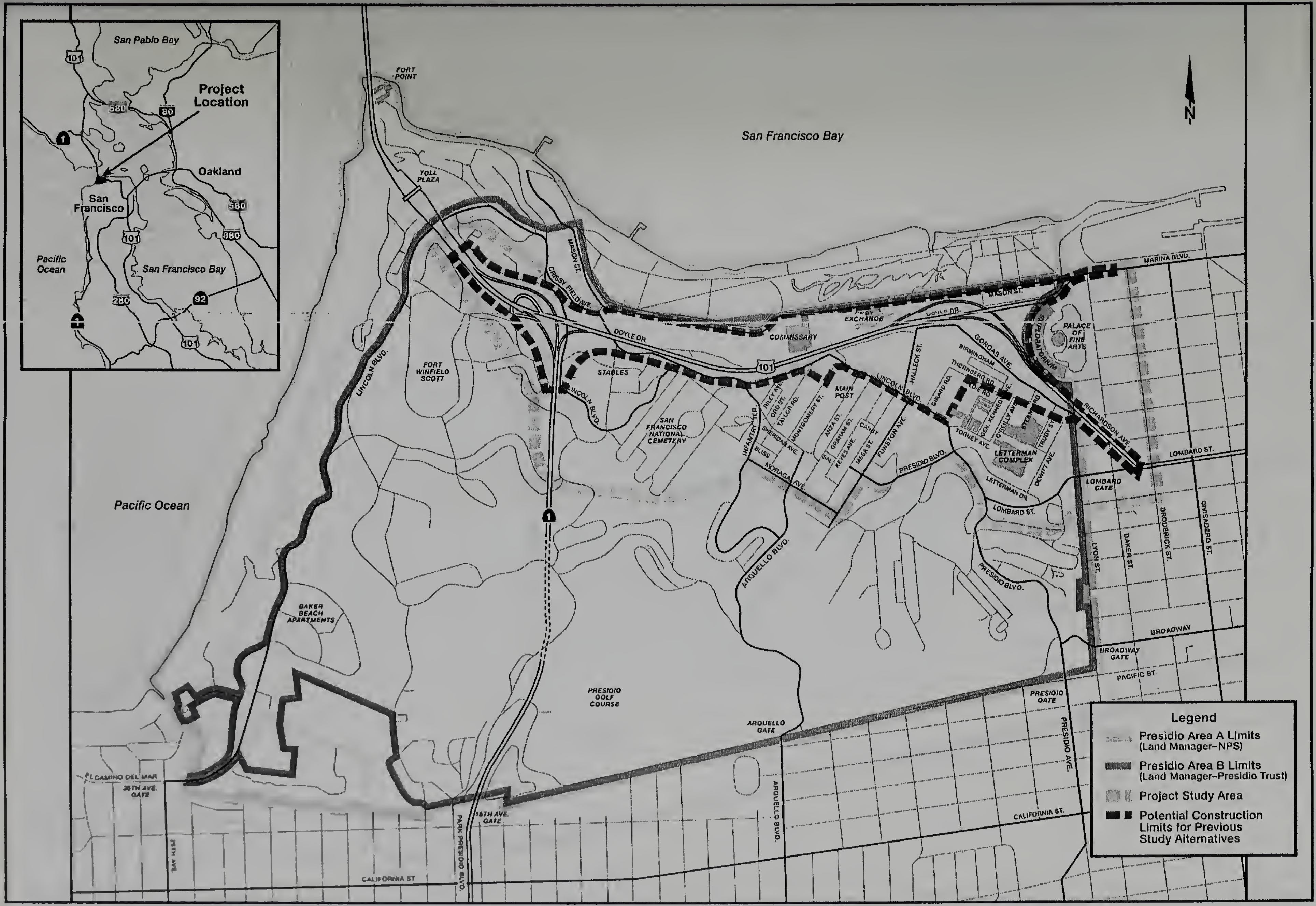
Built over 60 years ago, Doyle Drive links the City of San Francisco, the Peninsula, Marin County and points north with the Golden Gate Bridge. As part of the primary north-south freeway link in coastal California, Doyle Drive carries over 144,000 weekday travelers, including public transit passengers.

With its narrow lanes and lack of a median or shoulders, Doyle Drive does not meet current Caltrans operational standards for safety. If the structure is not replaced, structural degradation, caused by age and the effects of heavy traffic and exposure to salt air, may cause Caltrans to restrict multi-axle vehicles in the coming years. In addition, the eastern portion of the aging facility's location in a liquefaction zone also presents the potential for the existing structure to fail in an earthquake.

Except for ramps at the Golden Gate Bridge toll plaza, no vehicular access into the Presidio is possible from the existing Doyle Drive. The existing structure crosses over several historic buildings in its high viaduct portion, is a visual and audible intrusion on the Main Post and national cemetery in its low viaduct section, and is a physical barrier between Crissy Field and the rest of the Presidio (*Report of the Doyle Drive Task Force to the San Francisco Board of Supervisors* [*Doyle Drive Task Force Report*], 1993).

The purposes for replacing Doyle Drive include significantly improving traffic conditions on the roadway and the structural and seismic safety of the roadway. Multimodal transportation alternatives and traffic conditions on local roadways can also be addressed in the project. Alternatives will be evaluated for consistency with the San Francisco General Plan and the *Final Presidio General Management Plan Amendment* (*GMPA*).

The San Francisco County Transportation Authority (SFCTA) is the lead agency for California Environmental Quality Act (CEQA) compliance for the Doyle Drive Project. The SFCTA has taken this role pursuant to an Interagency Memorandum of Understanding (MOU) between the SFCTA and Caltrans executed in April 1998. Major tasks of the SFCTA pursuant to the MOU include preparing a CEQA Environmental Impact Report (EIR) jointly with a National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS); developing a final funding strategy; and creating a preliminary engineering design for the project. The Federal Highway Administration (FHWA) is the Lead Agency for the NEPA EIS. The combined document will meet the requirements of the both environmental regulations and will be referred to as the EIS/EIR.



Doyle Drive
Environmental and
Design Study

Project Location

Figure 1

PBQ&D 2/22/00

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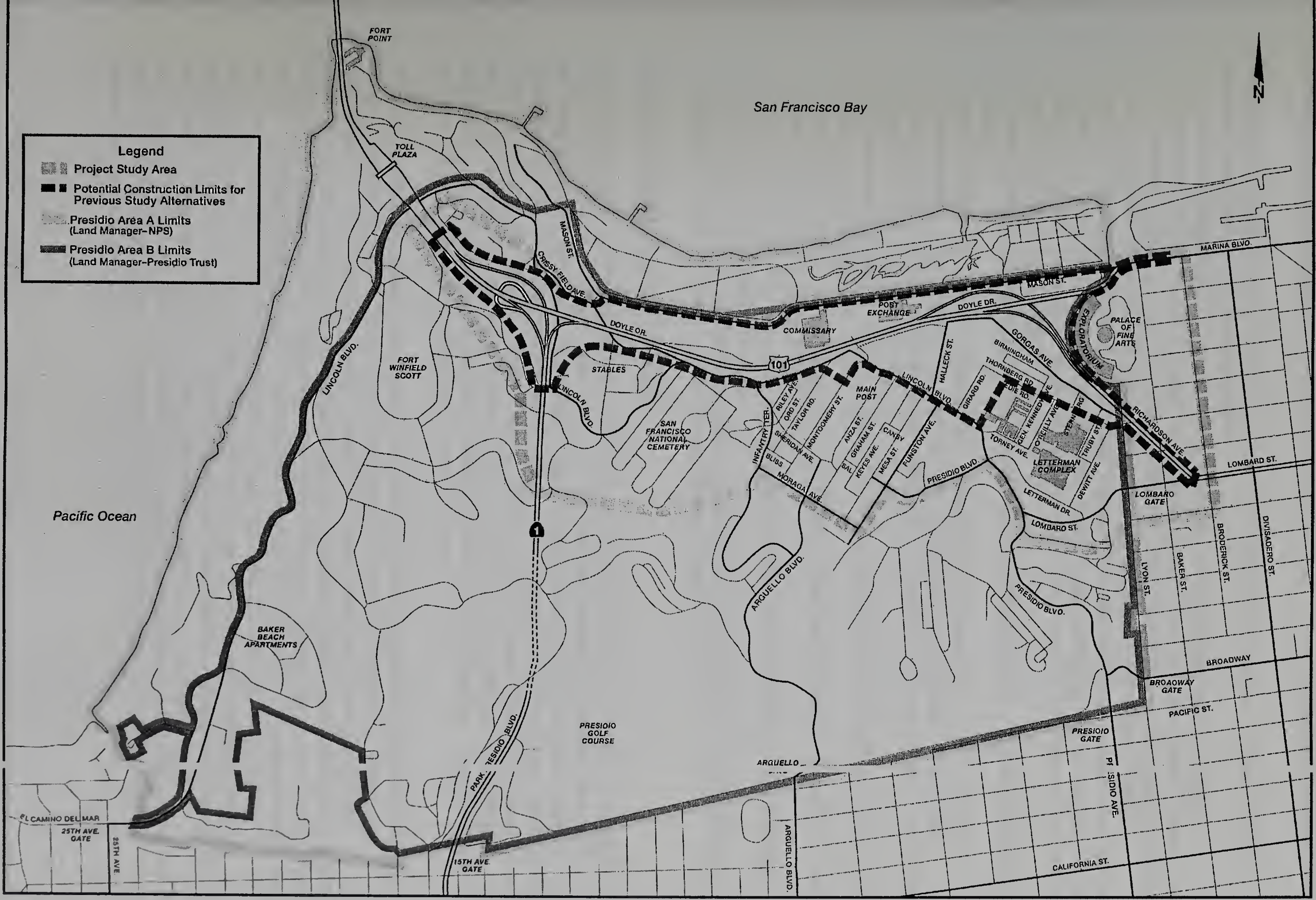

Doyle Drive
Environmental and
Design Study

Caltrans FHWA

Project Study Area and Potential Construction Limits

Figure 2

PBQ&D 2/22/00

These agencies are expected to have a role in the preparation or approval of the Doyle Drive Environmental and Design Study EIS/EIR:

- California Department of Transportation (Caltrans) – CEQA Responsible Agency
- The Presidio Trust – Land management agency for the Presidio Area B (see Figures 1 and 2), consulting agency under the National Historic Preservation Act. The Presidio Trust has indicated intent to be a NEPA Cooperating Agency for preparation of the EIS/EIR.
- United States Department of the Interior, National Park Service (NPS) – Land management agency for the Presidio Area A (see Figures 1 and 2), consulting agency under the National Historic Preservation Act. The NPS has indicated intent to be a NEPA Cooperating Agency for preparation of the EIS/EIR.
- Golden Gate Bridge Highway and Transportation District (GGBHTD) – CEQA Responsible Agency
- California Office of Historic Preservation, State Historic Preservation Officer (SHPO) – Consultation pursuant to the National Historic Preservation Act (Section 106 review)
- United States Fish and Wildlife Service (USFWS) – Consultation pursuant Section 7 of the Federal Endangered Species Act.
- California Department of Fish and Game (CDFG) – Consultation pursuant to the California Endangered Species Act
- United States Army Corps of Engineers (USCOE) – Consultation and permitting pursuant to Section 404 of the Federal Clean Water Act
- San Francisco Bay Conservation and Development Commission (BCDC) – Consultation pursuant to the McAteer-Petris Act
- San Francisco Bay Regional Water Quality Control Board (RWQCB) – Consultation and permitting pursuant to Section 401 of the Federal Clean Water Act

Previous Planning Efforts and Studies

In the early 1970s, Caltrans prepared plans to improve Doyle Drive. These plans proposed to rebuild Doyle Drive as an eight-lane road, with six travel lanes and two auxiliary lanes. In response to a 1985 request from the San Francisco Board of Supervisors to recommend an alternative that would not encourage an increase in the number of vehicles using Doyle Drive, Caltrans modified the design in 1988. The modified design removed the auxiliary lanes, but also closed connecting approach ramps at SR 1, which would have affected traffic and circulation in the Presidio and in the Marina and Richmond neighborhoods. The issues were not resolved and a preferred alternative was not identified.

In 1991, Caltrans requested that the San Francisco Board of Supervisors accept one or more design concepts for Doyle Drive; in response, the San Francisco Board of Supervisors established a Doyle Drive Task Force, consisting of representatives from various local governments and public and private organizations, to consider design alternatives and develop a consensus on the preferred alternative. In 1993, the *Report of the Doyle Drive Task Force to the San Francisco Board of Supervisors* (*Doyle Drive Task Force Report*) was submitted, which developed a concept of a scenic parkway through the Presidio. This parkway concept envisioned three travel lanes in each direction and an additional east-bound auxiliary lane between the San Francisco exit of the 19th Avenue off-ramp and a new direct access point to the Presidio. The Board of Supervisors unanimously approved in principle the recommendations of the Task Force and urged Caltrans to expedite inclusion of a rebuilding of Doyle Drive in the next State transportation funding cycle (February 1993 Resolution, *Intermodal Study Report* p. 4).

In 1993, Caltrans completed a *Project Study Report: Doyle Drive Reconstruction* (*PSR*) for replacement of Doyle Drive. The project study report is a Caltrans document used to program projects for inclusion in the State's Transportation Improvement Program for funding. The *PSR* considered the recommendations of the Doyle Drive Task Force and contained three (two six-lane and one seven-lane) replacement alternatives. The Task Force recommended concept was one of the alternatives evaluated in the *PSR*. As is standard in a project study report, a preferred alternative was not identified, pending the completion of NEPA and CEQA environmental review.

In July 1994, the National Park Service published the *Final General Management Plan Amendment* (*GMPA*), which highlighted the following five main objectives for Doyle Drive safety improvements (*GMPA*, pp. 48-50):

- Redesign the Doyle Drive corridor as a parkway rather than a freeway;
- Respect the Presidio's status as a national historic district in redesign options;
- Minimize the effects of noise and other pollution from the parkway on natural areas and recreational qualities at Crissy Field and other areas adjacent to the Presidio;
- Improve the Presidio entrance and circulation features as part of the Doyle Drive redesign;
- Maintain the functions that the Doyle Drive corridor serves as part of the regional and city transportation network.

In 1994, the SFCTA initiated the Doyle Drive Intermodal Study, which was funded by a Caltrans State Planning and Research Grant in order "to further the development and ultimate implementation of a realistic and fundable replacement for Doyle Drive" (*Doyle Drive Intermodal Study Report* p.1).

In 1996, the SFCTA released the *Doyle Drive Intermodal Study Report* (*Intermodal Study Report*). This document supports the Doyle Drive Task Force and the *Presidio Final General Management Plan* recommendations to design the Doyle Drive replacement as a "parkway" and further defines the parkway design. It also emphasizes making multi-modal and direct vehicular access into and out of the Presidio a central feature of the replacement design, the inclusion of a transit center, and incorporating Transportation Systems Management (TSM) and Intelligent Transportation Systems (ITS) technology, such as by using roadway surveillance cameras and real-time transit information kiosks.

CEQA or NEPA documentation has not been undertaken on the results of the Task Force, Intermodal Study or the Caltrans *PSR*. Environmental impact statements have been prepared that include the Doyle Drive corridor or propose actions adjacent to existing Doyle Drive. These projects are the *Final Presidio General Management Plan Amendment and EIS* (1994) and the *Draft Environmental Impact Statement and Planning Guidelines for New Development and Uses Within the Letterman Complex* (1999). Information from these projects will be incorporated into the development of the EIS/EIR for the Doyle Drive Environmental and Design Study.

Final Presidio General Management Plan Amendment (GMPA) and EIS (GMPA EIS) (1994)
The *GMPA*, developed and adopted by the NPS through a 4-year public input process, is the primary planning document for the Presidio. The *GMPA* presents a vision of the Presidio as a community of public and private organizations "devoted to stimulating understanding of and action on the world's most critical social, cultural and environmental challenges" (*GMPA* p. vi). The plan describes development concepts for subareas in the Presidio and visitor activities and

programs to be provided. The Presidio stresses protection and of the cultural, natural and scenic and recreational resources of the Presidio, development of environmentally sustainable strategies and minimization of the need for use of private vehicles. Objectives for Doyle Drive set forth in the plan are described above. Under the *GMPA*, the National Park Service would be responsible for overall management of the Presidio; in 1998 the management of the non-coastal areas was passed to the Presidio Trust, a newly created federal corporation.

Draft Environmental Impact Statement and Planning Guidelines for New Development and Uses Within the Letterman Complex (1999)
The Presidio Trust proposes to develop new low- to mid-rise mixed-use buildings totaling approximately 900,000 square feet within a 23-acre site on the 60-acre Letterman Complex. The Letterman Complex is located in the northeast corner of the Presidio, within the Golden Gate National Recreation Area. New development would necessitate the demolition of the functionally obsolete 451,000-square-foot Letterman Army Medical Center, the 356,000 -square-foot Letterman Army Institute of Research and several other nonhistoric structures that currently exist on the site. The redevelopment would modify existing access along Richardson Avenue and potentially affect traffic volumes within the Doyle Drive Environmental and Design Study Project study area.

The Presidio Trust will not make a final selection for the Letterman site until after the publication of a Record of Decision on the EIS. The Presidio Trust anticipates that the Final EIS for this project will be published in early 2000, that it will finalize a lease with a preferred alternative proponent in Spring 2000, complete conceptual design and deconstruction in the third quarter of 2000, and begin new construction by the end of 2000.

Purpose of the Initial Environmental Study

In accordance with Section 15082 of the *Guidelines for Implementation of the California Environmental Quality Act* (CEQA), the purpose of this Initial Study (IS) is to identify potential environmental impacts of replacing Doyle Drive in a manner that is consistent with the requirements of the California Environmental Quality Act. The intent is to focus future environmental studies which are expected to take the form of a CEQA EIR / NEPA EIS and to include the elements required of a Notice of Preparation of an EIR. The probable environmental effects of the project are included in the Environmental Checklist Form within this IS. No mitigation measures are included, because they are expected to be identified in the EIS/EIR.

Availability for Review of Initial Study

A copy of this report may be reviewed at the following locations:

San Francisco County Transportation Authority
100 Van Ness, 25th Floor
San Francisco, CA 94102
(415) 522-4812

Federal Highway Administration
980 Ninth Street, Suite 400
Sacramento, CA 95814-2724
(916) 498-5001

California Department of Transportation
111 Grand Avenue
Oakland, CA 94612-3006
(510) 286-4444

Scoping

A scoping process is being conducted for the Doyle Drive Environmental and Design Study. The purpose of scoping under CEQA is to help identify the range of alternatives, environmental effects, methods of assessment, and potential mitigation measures. Scoping helps to focus the EIR on issues that are relevant to the proposed action. Scoping for the Doyle Drive Environmental and Design Project will be used to identify the concerns of interested federal, state, and local agencies and members of the community.

Scoping meetings will be held:

Friday, March 3, 2000
9:30 a.m. to 1:00 p.m.
100 Van Ness, 25th Floor
San Francisco, CA 94102

Tuesday, March 14, 2000
3:00 p.m. to 8:00 p.m.
Golden Gate Club
The Presidio
Building 135, Fisher Loop
San Francisco, CA 94129

Wednesday, March 15, 2000
6:00 p.m. to 9:00 p.m.
Marin Center
Exhibit Hall
Avenue of the Flags
San Rafael, CA 94903

Written comments concerning scoping or responding to the Notice of Preparation must be submitted within 30 days of the date of distribution (see attached Notice of Preparation form). Written comments should be addressed to Mr. Andrew Butler Nash, P.E., Manager of Transportation Planning, San Francisco County Transportation Authority, 100 Van Ness, 25th Floor, San Francisco, CA 94102.

Report Preparers

This report was prepared for the San Francisco County Transportation Authority by Parsons Brinckerhoff. Primary authors were:

Dina Potter, P.E, Project Manager. B.S.C.E.; 13 years experience in transportation engineering and design projects.

Mike Davis, Environmental Task Leader. M.U.P.; 20 years experience in transportation, environmental, land use, community redevelopment and historic preservation planning.

Elizabeth Heffner, Environmental Planner. B.A. Geography; 2 years experience in environmental and transportation planning.

Project Description

Location

Doyle Drive is located in the Presidio of San Francisco (the Presidio), within the Golden Gate Recreation Area, in San Francisco County, California. The Presidio has been part of the National Park system since 1994 and a National Historic Landmark since 1962. The Doyle Drive roadway has been determined to be a contributing structure to that landmark.

Study Area

The Study Area for this project extends from the Golden Gate Bridge Toll Plaza on the west to Broderick Street on the east and includes Richardson Avenue, Gorgas Avenue and Marina Boulevard up to Broderick Street (see Figures 1 and 2). Doyle Drive is 1.5 miles long and is the southern approach of U.S. 101 to the Golden Gate Bridge. Doyle Drive has six traffic lanes, each ranging from nine and one-half to ten feet in width. There are three San Francisco approach ramps, one beginning at the intersection of Marina Boulevard and Lyon Street and the other at the intersection of Richardson Avenue and Lyon Street. SR 1 (Coast Highway) merges into Doyle Drive approximately one mile west of the Marina Boulevard approach (see Figures 1 and 2). The Marina Boulevard and Richardson Avenue approach ramps connect to Doyle Drive. Doyle Drive passes through the Presidio on an elevated concrete viaduct. The roadway transitions onto a high steel truss viaduct as it approaches the Golden Gate Bridge Toll Plaza.

Project Purpose and Need

The purpose of the Doyle Drive Environmental and Design Study Project is to improve traffic conditions and the structural and seismic safety of the roadway. All alternatives will be evaluated for consistency with the San Francisco General Plan and *the Final Presidio General Management Plan Amendment* (*GMPA*).

Objectives of the Doyle Drive project are:

- To improve traffic conditions on Doyle Drive;
- To minimize the impacts of Doyle Drive on the Presidio and local roadways;
- To improve the structural and seismic safety of Doyle Drive;
- To increase safety for motorists using Doyle Drive;
- To increase intermodal and vehicular access to the Presidio;
- To redesign the Doyle Drive corridor as a parkway rather than a freeway;
- To respect the setting of the Doyle Drive corridor in the Presidio, a national historic district;
- To minimize the effects of noise and other pollution from the Doyle Drive corridor on natural areas and recreational qualities at Crissy Field and other areas adjacent to the Presidio; and
- To maintain the functions that the Doyle Drive corridor serves as part of the regional and city transportation network.

Doyle Drive is over 60 years old and is approaching the end of its useful life, although regular maintenance and seismic retrofit activities are keeping the structure safe in the short term. However, if the structure is not replaced, structural degradation caused by age and the effects of heavy traffic and exposure to salt air may cause Caltrans to restrict multi-axle vehicles in the coming years. In addition, the eastern portion of the aging facility's location in a liquefaction zone also presents the potential for the existing structure to fail in an earthquake.

Currently, Doyle Drive has substandard design elements, including 9.5 to 10-foot wide travel lanes, no fixed median barrier, no shoulders and exit ramps that have tight turning radii. During peak traffic hours, plastic pylons are manually moved to reverse the direction of traffic flow of one of the center lanes (*PSR,* 1993). These substandard design elements have contributed to poor traffic flow and numerous accidents and motorist fatalities.

Except for ramps at the Golden Gate Bridge toll plaza, no vehicular access into the Presidio is possible from Doyle Drive. In addition, the existing structure crosses over several historic buildings in its high viaduct portion, is a visual and audible intrusion on the Main Post and national cemetery in its low viaduct section, and is a physical barrier between Crissy Field and the rest of the Presidio (*Doyle Drive Task Force Report,* 1993). The redesign of Doyle Drive should have aesthetic qualities that are in keeping with the setting of the Presidio and incorporate increased intermodal access to the Presidio and improved approaches from local roadways.

Description of Alternatives

The EIS/EIR to be prepared for the Doyle Drive Environmental and Design Study Project will evaluate reasonable and feasible alternatives. A scoping process is being conducted to identify alternatives that may exist in addition to the concepts that have been developed and refined through the planning processes for the Doyle Drive Task Force, Intermodal Study and in the *GMPA*.

Following the completion of scoping, an alternatives screening process will be conducted. The screening process will evaluate all recommended alternatives against project objectives using screening criteria to be developed with input of study participants and interested parties. The purpose of the screening will be to reduce the number of alternatives to a reasonable range.

It is currently anticipated that the following alternatives will be evaluated in the process of preparing the EIS/EIR. Other alternatives that may be identified during scoping will also be evaluated. The types of alternatives listed here are those typically addressed for transportation projects (*FHWA Guidance T6640.8A*).

No-Build Alternative. The No-Build, or No-Project, Alternative will be evaluated and analyzed in the EIS/EIR. The purpose of evaluating the No-Build Alternative is to allow decision-makers to compare the impacts of approving the project with the impacts of not approving the project. The No-Build Alternative for the Doyle Drive Environmental and Design Study Project will include current plans and projects within the project study area that are likely to occur.

Transportation Systems Management (TSM) Alternative. The TSM Alternative includes activities that maximize the efficiency of the present system. Possible components include ridesharing, high-occupancy vehicle (HOV) lanes on the existing roadway, traffic signal timing optimization and Intelligent Transportation System (ITS) strategies such as changeable message signs and real-time traffic data gathering.

Mass Transit. Alternatives considered in this category include reasonable and feasible transit options. Examples of mass transit enhancements that may be included in the alternatives evaluation process are inclusion of a multimodal transit center within the project study area and/or the use of real-time transit information kiosks at transit access points as part of the project alternatives.

Build Alternatives. The basis for defining the build alternatives included in the EIS/EIR will be consistent with the design concepts developed through the Doyle Drive Task Force, the Doyle Drive Intermodal Study, and Presidio General Management Plan processes. Improvements to the existing Doyle Drive and rebuilding Doyle Drive generally along its current alignment will be evaluated.

A number of build alternatives have been considered in previous Caltrans studies and through the efforts of the Doyle Drive Task Force and the Doyle Drive Intermodal Study. While freeway alternatives were discussed in previous studies, a standard freeway design would double the width of the existing structure, presenting significant intrusion into the Presidio's resources. A freeway-type build alternative would be inconsistent with a *San Francisco Comprehensive Master Plan* policy against such increases (*Doyle Drive Task Force Report,* 1993). The Doyle Drive Environmental and Design Study Project will screen potential build alternatives against this policy and the Task Force design concepts.

The Build Alternatives for the Doyle Drive Environmental and Design Study Project that are developed with input from the scoping process will reflect the parkway concept that evolved through the previous studies. The parkway concept envisions three travel lanes in each direction and an additional east-bound auxiliary lane between the San Francisco exit of the 19th Avenue off-ramp and a new direct access point to the Presidio. The *Intermodal Study Report* and the *GMPA* include recommendations for a roadway design suitable for 40-45 mile per hour travel speeds and aesthetic features that complement the park environment. In addition, the *GMPA* and the *Intermodal Study Report* recommend making multi-modal and direct vehicular access into and out of the Presidio a central feature of replacement design alternatives. Also recommended is consideration of a transit center and incorporation of TSM and ITS technology, such as using roadway surveillance cameras and real-time transit information kiosks.

Environmental Checklist Form

1. **Project Title:** Doyle Drive Environmental and Design Study

2. **Lead Agency Name and Address:** The CEQA Lead Agency is the San Francisco County Transportation Authority, 100 Van Ness, 25th Floor, San Francisco, CA 94102. The NEPA Lead Agency is the Federal Highway Administration, 980 Ninth Street, Suite 400, Sacramento, CA 95814-2724.

3. **Contact Person and Phone Number:** Mr. Andrew Butler Nash, P.E., Manager of Transportation Planning, San Francisco County Transportation Authority, (415) 522-4803.

4. **Project Location:** Doyle Drive is 1.5 miles long and is the southern approach of U.S. 101 to the Golden Gate Bridge. It has two San Francisco approach ramps, one beginning at the intersection of Marina Boulevard and Lyon Street and the other at the intersection of Richardson Avenue and Lyon Street. These two ramps merge together after approximately one quarter mile. SR 1 (Coast Highway) merges into Doyle Drive approximately one mile after the Marina Boulevard approach.

5. **Project Sponsor's Name and Address:** San Francisco County Transportation Authority, 100 Van Ness, 25th Floor, San Francisco, CA 94102

6. **General Plan Designation:** The Presidio, which surrounds the project area, is under exclusive federal jurisdiction and is not subject to state or local land use plans and policies. However, the Presidio is called out in the San Francisco General Plan's recreation and open space element.

   The *GMPA* designates land uses along the Doyle Drive corridor. Designations include residential, multiuse and formal open space/recreation areas, institutional (visitor and community services, training and conference center), and commercial (visitor and food services).

   Existing land uses within the Presidio and adjacent to Doyle Drive include residential (single-family homes, duplexes, apartments), institutional (YMCA), and commercial (Burger King restaurant) as well as special uses, including the San Francisco National Cemetery.

7. **Zoning:** The Presidio, which surrounds the project area, is under exclusive federal jurisdiction and is not subject to state or local land use plans and policies. However, it is zoned P (Public District) by the City and County of San Francisco. Uses within the Presidio follow the guidance of the *GMPA*. Surrounding areas outside the Presidio are zoned for both residential and neighborhood commercial uses. Parcels located in the vicinity of the Marina Boulevard approach are zoned RH-1, RH-2 and RH-3 (House Character Districts), RM-3 (Mixed House and Apartment Character District), and P (Public District). Parcels located in the vicinity of the Richardson Avenue approach are zoned RH-1 and RH-3 (House Character Districts), RM-1 and RM-3 (Mixed House and Apartment Character District), and NC-2 (Neighborhood Commercial District).

8. **Description of Project**: See attached Project Description.

9. **Surrounding Land Uses and Setting:** See attached Setting text in Environmental Impacts discussion on Page 13.

10. **Other agencies whose approval is required:** California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), the Presidio Trust, National Park Service, State Historic Preservation Office (SHPO), Golden Gate Bridge Highway and Transportation District, San Francisco Bay Regional Water Quality Control Board, San Francisco Bay Conservation and Development Commission.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Land Use and Planning
☒ Population and Housing
☒ Geological Problems
☒ Water
☒ Air Quality
☒ Transportation/Circulation
☒ Biological Resources
☒ Energy and Mineral Resources
☒ Hazards
☒ Noise
☒ Mandatory Findings of Significance
☒ Public Services
☒ Utilities and Service Systems
☒ Aesthetics
☒ Cultural Resources
☒ Recreation

Determination.

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared. ☐

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☒

I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project. ☐

Signature

FEBRUARY 23, 2000
Date

ANDREW NASH, P.E.
Printed Name

For

ENVIRONMENTAL IMPACTS

Setting

Doyle Drive lies entirely within the Presidio, which has been transformed from an Army post into a national park as part of the Golden Gate National Recreation Area. The roadway runs from the Golden Gate Bridge toll plaza along the top of 40-50 foot high bluffs overlooking Crissy Field and descends past the San Francisco National Cemetery to the Main Post, connecting to Richardson Avenue and the Marina Boulevard ramps.

Existing land uses within the Presidio and adjacent to Doyle Drive include residential (single-family homes, duplexes, apartments), institutional (YMCA), and commercial (Burger King restaurant) as well as special uses, including the San Francisco National Cemetery. The Presidio is designated as a National Historic Landmark District. Doyle Drive has been determined to be a contributing structure to this landmark.

The project traverses the Presidio, recently designated as part of the Golden Gate National Recreation Area, and home to scenic vistas of both the Bay shoreline and the Presidio forests. The existing structure blocks views of the Bay and the Palace of Fine Arts and forms a barrier dividing Crissy Field and the upland portions of the Presidio and blocks views from the Presidio Main Post area and Crissy Field.

Natural resources existing within the Doyle Drive project study area include planted historic forests, potential locations of rare and native species, and ornamental vegetation.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. **LAND USE AND PLANNING.** Would the proposal:				
a) Conflict with general plan designation or zoning? The project area is within the Presidio of San Francisco, part of the Golden Gate National Recreation Area. The *GMPA* lists five objectives for the Doyle Drive improvements. Project alternatives will be evaluated for conformance with relevant goals and objectives of the San Francisco General Plan, the *GMPA EIS*, as well as the five objectives referencing Doyle Drive, in the EIS/EIR.	☒	☐	☐	☐
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? The project alternatives will be evaluated for conformance with the *GMPA EIS*, as well as with plans and policies of the Regional Water Quality Control Board (RWQCB), the Bay Area Air Quality Management District (BAAQMD), FHWA, Caltrans, BCDC, SHPO, the Golden Gate Highway and Transportation District and the land management agencies for the Presidio.	☒	☐	☐	☐
c) Be incompatible with existing land use in the vicinity? The project is a replacement project for an existing facility. Adjacent land uses include historic military sites, recreational uses, the National Cemetery and residential areas.	☒	☐	☐	☐

Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
Alternative alignments within the Presidio and adjacent surrounding land uses could be determined to be inconsistent. A land use study and Section 4(f) Evaluation (US Department of Transportation Act) will be required to determine the potential for impacts.				
d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)? The project area does not contain any agricultural uses.	☐	☐	☐	☒
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? The project is a replacement project for an existing facility, and is expected to enhance access between established communities. Some roadway alternatives could change the distribution of traffic within the Presidio and on adjacent roadways. A traffic and circulation study will be required to determine the potential for project alternatives to disrupt established communities.	☒	☐	☐	☐
II. **POPULATION AND HOUSING**. Would the proposal:				
a) Cumulatively exceed official regional or local population projections? The project does not include construction of any housing and would not add to the population of San Francisco or the Bay Area.	☐	☐	☐	☒
b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? Alternatives considered in recent studies (*Intermodal Study Report, Doyle Drive Task Force Report*) do not anticipate the construction of a facility that would provide more traffic lanes. Therefore, growth inducement is not anticipated to result from the project. However, should alternatives be proposed that would increase traffic carrying capacity in the Doyle Drive corridor, growth inducement effects could occur within the Presidio. No underdeveloped areas surround the Presidio. The roadway connections to Doyle Drive, Richardson Avenue, 19th Avenue, the Golden Gate Bridge toll plaza, and Marina Boulevard constrain the potential for any Doyle Drive alternative to add vehicular capacity that would directly and indirectly result in growth inducement.	☒	☐	☐	☐
c) Displace existing housing, especially affordable housing? While there are residential uses in the project vicinity, the project is not expected to displace existing housing within its existing right-of-way; however, if project alternatives extend beyond existing right-of-way, existing housing may be displaced. A Community Impacts Assessment will be prepared as part of the EIS/EIR and will examine potential effects on housing.	☒	☐	☐	☐

	Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**GEOLOGIC PROBLEMS**. Would the proposal result in or expose people to potential impacts involving:				
a)	Fault rupture? The project site is not underlain or in close proximity to any mapped fault, although the San Andreas Fault is in the ocean approximately 6.5 miles to the west of the Golden Gate Bridge and the Hayward Fault is approximately 10 miles to the east (*GMPA EIS* p.102). Therefore no fault rupture within the project site is anticipated.	☐	☐	☐	☒
b)	Seismic ground shaking? Strong ground shaking could affect the project during a high magnitude event on the San Andreas, Hayward or Calaveras faults. Parts of the project area are located in a seismic hazard zone (*South Half of San Francisco North Quadrangle*, April 7, 1997), and one of the primary objectives for this project is to upgrade Doyle Drive to withstand seismic conditions. A geotechnical evaluation will be required to determine the potential effects of seismic ground shaking.	☒	☐	☐	☐
c)	Seismic ground failure, including liquefaction? At the east end of the project, in the vicinity of the Presidio Main Post and the Crissy Field marsh restoration, soil conditions consist of loose, sand fill underlain by former tidal marsh, bay and beach/dune deposits. Bedrock is about 50 feet deep with shallow ground water levels – typically 5 to 7 feet below the ground surface. Generally, the soils are weak and compressible with the looser sand prone to liquefaction during a moderate to strong earthquake (*South Half of San Francisco North Quadrangle*, April 7, 1997). A geotechnical evaluation will be required to fully assess the project area, which will likely require some form of ground improvement to mitigate liquefaction in accordance with Public Resources Code Section 2693(c).	☒	☐	☐	☐
d)	Seiche, tsunami, or volcanic hazard? The *GMPA EIS* notes that the Presidio is in the Coastal High Hazard Zone for tsunamis (*GMPA EIS* p.103). Nineteen tsunamis were reported at the Golden Gate between 1868 and 1968, with a maximum height of 7.4 feet. Low-lying areas of the Presidio between Fort Point and Fort Mason (outside the project area) could be flooded by a 20-foot wave every 1,000 years (*GMPA* p.103). Potential for tsunamis to affect project alternatives will be assessed in the project EIS/EIR.	☒	☐	☐	☐
e)	Landslides or mudflows? The Presidio has several areas where landslides could occur, which are defined as areas where greater than 50% of the underlying rock is a slippery green mineral called serpentine. Serpentine is found in approximately 15% of the total land mass in the Presidio; these areas are primarily concentrated on the cliffs south and west of Fort Point (*GMPA EIS* p.103). No landslides have been reported in the project area, although the area will be screened for this potential in the EIS/EIR.	☒	☐	☐	☐
f)	Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? Project alternatives may require changes in topography from earthmoving activities required to place footings for elevated structures or to construct tunnels. These activities to contribute to erosion. A geotechical evaluation will be required to determine the potential impacts.	☒	☐	☐	☐

	Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
g)	Subsidence of the land? At the western most project limits near the existing Doyle Drive high viaduct, the surface soil appears to consist of dune sand – a fine grain, wind blown sand deposit. Although dune sand may be capable of supporting moderate to high static loads, it tends to densify and settle during earthquakes. Geotechnical evaluations will be required to determine the potential for project alternatives to be affected by any existing subsidence conditions. The project alternatives would not be expected to contribute to subsidence.	☒	☐	☐	☐
h)	Expansive soils? Expansiveness is not considered a significant problem for the soils underlying the project area, although geotechnical evaluations will be conducted to assess the soils underlying the project area.	☒	☐	☐	☐
i)	Unique geologic or physical features? Serpentine outcroppings located in the Presidio may be considered as unique geological features, as these areas support unique ecological communities. A geotechnical evaluation will be required to determine if there are serpentine outcroppings located within the project area and potential impact to the outcroppings.	☒	☐	☐	☐
IV.	**WATER**. Would the proposal result in:				
a)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? There are three main drainages (Crissy Field, Lobos Creek, and Tennessee Hollow) defined by the topography of the Presidio and a number of smaller drainages that drain directly into the ocean or San Francisco Bay. These drainages have been altered by past construction by the Army and now drain directly into the Bay via the Presidio storm drain system (*GMPA EIS* p. 105). Runoff from existing Doyle Drive flows primarily into the newly constructed Crissy Field wetland, which has been reconfigured and improved in the past year. The Doyle Drive project is not expected to change existing drainage patterns; however surface runoff may increase slightly from existing amounts of runoff. A location hydraulics and a water quality study will be required to determine the potential for project alternatives to affect existing hydrology.	☒	☐	☐	☐
b)	Exposure of people or property to water related hazards such as flooding? This project is not expected to cause changes in the 100-year floodplain or expose people or property to water related hazards. However, potential effects on the 100-year floodplain will be assessed.	☒	☐	☐	☐
c)	Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)? Surface runoff may be altered from the project redesign and could change the quantity and quality of storm water runoff. A water quality study will be required to determine the potential for project alternatives to affect existing water quality conditions and determine the needed capacity for the storm water infrastructure.	☒	☐	☐	☐

	Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
d)	Changes in the amount of surface water in any water body? The project is adjacent to San Francisco Bay. Recreated wetland areas at Crissy Field exist immediately adjacent to the project area. The wetland has tidal interchange with San Francisco Bay. A hydrology study will be required to determine the potential for project alternatives to change the amount of surface water in any water body.	☒	☐	☐	☐
e)	Changes in currents, or the course or direction of water movements? Project alternatives would not be expected to influence water movements in nearby San Francisco Bay, but may affect surface drainages. A hydrology study will be required to determine the potential for project alternatives to change currents or the course or direction of water movements.	☒	☐	☐	☐
f)	Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capability? Project alternatives are expected to require excavation that could encounter groundwater. The project could alter the amount of paved surface currently within the study area and affect infiltration. Location hydraulics and hydrology studies will be required to determine the potential for the project alternatives to affect groundwater conditions.	☒	☐	☐	☐
g)	Altered direction or rate of flow or groundwater? Project alternatives could require excavation that may encounter groundwater. Alternatives that include tunnels might require pumping which could affect the flow of groundwater. Location hydraulics and hydrology studies will be required to determine the potential for the project alternatives to affect groundwater conditions.	☒	☐	☐	☐
h)	Impacts to groundwater quality? The project will be required to comply with NPDES requirements for stormwater collection. As the project area may have existing groundwater contamination from gasoline and diesel fuel underground storage tanks (see Section IX Hazards), technical analysis of hydrological conditions will be cross-referenced with hazardous materials analysis to develop appropriate mitigation and control measures.	☒	☐	☐	☐
i)	Substantial reduction in the amount of groundwater otherwise available for public water supplies? The project area is not used as a source of drinking water. Water supply for the Presidio is provided by Lobos Creek, which is in the southwest portion of the Presidio and wholly outside the project area.	☐	☐	☐	☒

V. AIR QUALITY. Would the proposal:

a)	Violate any air quality standard or contribute to an existing or projected air quality violation? Air pollution sources at the Presidio include stationary sources and motor vehicles, with motor vehicles being the primary pollution source (*GMPA EIS* p. 111). Construction and demolition	☒	☐	☐	☐

	Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
	in the Presidio would contribute to air quality in the near term. Current traffic conditions on Doyle Drive may contribute to localized carbon monoxide levels that exceed state and federal standards. The potential for mobile source/operational pollutants generated by project alternatives and project construction to have an effect on regional or localized air quality will be assessed in an air quality study.				
b)	Expose sensitive receptors to pollutants? Project alternatives may affect air quality. An air quality study to be conducted for the project will identify any potential air quality sensitive receptors such as hospitals, schools or other sensitive receptors. Should sensitive receptors be identified, the air quality study will document the potential for state or federal standards to be exceeded at those locations.	☒	☐	☐	☐
c)	Alter air movement, moisture, or temperature, or cause any change in climate? Project alternatives are not expected to affect local climactic conditions. An air quality study will be conducted to assess the potential for project components such as tunnels or elevated structures to affect microclimates.	☒	☐	☐	☐
d)	Create objectionable odors? The project is not expected to create objectionable odors.	☐	☐	☐	☒
VI.	**TRANSPORTATION/CIRCULATION.** Would the proposal result in:				
a)	Increased vehicle trips or traffic congestion? Although the project is expected to improve overall traffic flow and circulation, it may result in localized impacts or changes to existing circulation patterns in the surrounding neighborhoods and adjacent communities and may result in congestion or changes in traffic levels on Presidio roadways as a result of construction and detour routes. In addition, enhanced access to the Presidio and NPS recreational areas may result in increased vehicle trips and demand for parking in these areas. A Traffic Operations Report will be prepared as part of the EIS/EIR to document these types of potential effects of construction and project alternatives (including a transit center) on traffic circulation and parking in the study area.	☒	☐	☐	☐
b)	Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? Project objectives will include consideration of alternatives that would eliminate sub-standard features of existing Doyle Drive. Design considerations included in the EIS/EIR will be evaluated for safety and compliance with Caltrans design standards.	☒	☐	☐	☐
c)	Inadequate emergency access or access to nearby uses? This project is intended to enhance access to nearby uses and is expected to improve emergency access. A beneficial impact may result from project alternatives. However, changes in existing access may affect existing emergency access routes by lengthening response times or direct access. Potential for alternatives to affect the provision of emergency access services will be addressed in a community impact assessment report to be prepared for the project.	☒	☐	☐	☐

Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
d) Insufficient parking capacity on-site or off-site?	☒	☐	☐	☐

A Traffic Operations Report will be developed for the EIS/EIR that will identify project impacts to available parking supply on adjacent roadways and existing parking in the Presidio. This analysis will take into account peak period demand, construction period impacts and impacts of the inclusion of a potential transit center and will recommend mitigation measures and be summarized and presented in the Traffic Operations Report of the EIS/EIR.

e) Hazards or barriers for pedestrians or bicyclists?	☒	☐	☐	☐

Non-motorized transportation facilities will be inventoried and assessed as part of the EIS/EIR, which will also include an analysis of proposed commuter and recreational pathways. Alternatives could change existing non-motorized travel patterns and add or eliminate non-motorized/motorized interface locations. A non-motorized traffic analysis will be conducted as part of the project traffic and circulation analysis. The analysis will determine potential benefits and impacts of project alternatives on pedestrian and bicycle traffic.

f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☒	☐	☐	☐

Project alternatives will be evaluated for consistency with adopted policies and guidelines supporting alternative transportation, which include the *Intermodal Study Report* and the *GMPA.*

g) Rail, waterborne or air traffic impacts?	☐	☐	☐	☒

None of these modes are located in close proximity to the project.

VII. BIOLOGICAL RESOURCES.

Would the proposal result in impacts to:

a) Endangered, threatened, or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	☒	☐	☐	☐

Federal and state listed species and rare species may occur within the project area. These include the endangered bald eagle (*Haliaeetus leucocephalus*), which is a federally listed endangered species and protected under the Migratory Bird Treaty Act and the peregrine falcon *(Falco peregrinus*) and other birds of prey protected under the Migratory Bird Treaty Act. The state-endangered (federal candidate) willow flycatcher (*Empidonax traillii*) and federal endangered species candidate California red-legged frog (*Rana aurora draytoni*) have also been recorded in the Presidio. The project area is adjacent to areas of rare and listed plant species, primarily near the 19th Avenue interchange. (*GMPA EIS* p. 111)

Following the natural environment study that will be conducted as part of the EIS/EIR, it will be determined if formal consultation with the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) will be required under Section 7 of the Federal Endangered Species Act. Where possible, alignment modifications will be made that will avoid impacts to special status species, plants and critical habitat; if species cannot be avoided, mitigation measures will be developed in consultation with cooperating agencies.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Locally designated species (e.g., heritage trees)? The project alignment is adjacent to several remaining stands of historic forest within the Presidio, comprised primarily of Monterey pine, Monterey cypress, acacia, eucalyptus and redwood (*GMPA EIS* p. 97). This vegetation and future preservation of this mature forest will be addressed as part of the natural environmental study for the EIS/EIR and mitigation, if necessary, will be developed in coordination with the *Presidio Vegetation Management Plan*.	☒	☐	☐	☐
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc)? There are native plant communities and rare plant communities located within the project area (*GMPA EIS* p. 108). These natural communities and future preservation of their habitat will be addressed as part of the natural environmental study for the EIS/EIR and mitigation, if necessary, will be developed in coordination with the Presidio Vegetation Management Plan.	☒	☐	☐	☐
d) Wetland habitat (e.g., marsh, riparian, and vernal pool)? The Crissy Field area, which the project study area parallels, is currently being restored to a wetlands area and there are scattered wetland areas that support native vegetation within the project area. Streamcourse restoration concepts are also under consideration for the Tennessee Hollow drainage, which would cross the project corridor. Restoration design concepts proposed for recreation of a Tennessee Hollow riparian corridor will be addressed in the Doyle Drive Environmental and Design Study EIS/EIR as a Related Project and in evaluation of potential impacts of project alternatives to natural environmental resources. The project is not expected to directly impact any existing wetlands, but may result in changes in surface runoff (see Section IV, Water). Potential impacts to wetlands will be addressed as part of the natural environmental study for the EIS/EIR and mitigation, if necessary, will be developed in coordination with the appropriate agencies.	☒	☐	☐	☐
e) Wildlife dispersal or migration corridors? The Presidio is part of the migratory path called the "pacific flyway". The natural environment study and documentation that will be conducted in the EIS/EIR (see Question 7(a)) will locate wildlife dispersal and migration corridors and assess potential impacts to these areas.	☒	☐	☐	☐
VIII. ENERGY AND MINERAL RESOURCES. Would the proposal:				
a) Conflict with adopted energy conservation plans? This project will not conflict with the Strategic Plan of the Energy Commission (adopted May 28, 1997) or the California State Energy Plan (adopted December 17, 1997) energy planning or conservation recommendations. TSM and ITS strategies, potential construction of a transit center/improved transit access, and improved traffic flow and circulation resulting from project alternatives may result in energy conservation and increased efficiency in use of fossil fuels.	☐	☐	☐	☒
b) Use non-renewable resources in a wasteful and inefficient manner? See 8 a) above.	☐	☐	☐	☒

Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☒	☐	☐	☐

No known mineral resources are known to underlie the project area. No mining activities would be conducted as part of project alternatives. However, the project study area will be screened for the presence of mineral resources as part of the EIS/EIR.

IX. HAZARDS. Would the proposal involve:

Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation)?	☒	☐	☐	☐

The project area is likely to contain soils contaminated by lead from lead-based paints used in the past on the Doyle Drive structure and the Golden Gate Bridge. These paint chips have been widely broadcast in the vicinity where used. Asbestos could be present in some of the structures in the study area and soils could also be contaminated by gasoline and diesel fuel from underground storage tanks and fuel lines. The Presidio Trust is currently overseeing the Army's cleanup of hazardous materials, which must conform to applicable federal and state regulations. The California EPA, San Francisco Bay Regional Water Quality Control Board, and Department of Toxic Substances Control oversee the Presidio Trust's cleanup of hazardous material, depending on the material. An Initial Site Assessment using existing information will be prepared and a Preliminary Site Investigation will be developed for the EIS/EIR.

Accidents involving vehicles carrying hazardous materials on Doyle Drive could result in release of hazardous substances. Impacts of unanticipated release of hazardous materials could affect roadway users and surrounding land uses. The potential for project alternatives to change existing conditions or response plans will be assessed in the EIS/EIR.

Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
b) Possible interference with an emergency response plan or emergency evacuation plan?	☒	☐	☐	☐

Project alternatives are expected to provide an improved transportation facility to contribute to improved emergency response. A beneficial impact is expected to result in the long-term. During the construction period, detours could impede emergency response if not carefully considered. The traffic study for the project will examine emergency response during the construction period.

Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) The creation of any health hazard or potential health hazard?	☐	☐	☐	☒

Project alternatives will not involve the manufacture or use of hazardous materials that could create health hazards.

Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
d) Exposure of people to existing sources of potential health hazards?	☒	☐	☐	☐

Project construction activities could expose workers and people in the project area to lead-based paint, asbestos, or gasoline or diesel fuel. Appropriate safety procedures and mitigation measures will be developed in the EIS/EIR.

	Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	Increased fire hazard in areas with flammable brush, grass, or trees? The project would likely not result in increased fire hazard in any portion of the parkland. The placement of the alternatives within the Study Area would be examined in view of increase in fire hazard during the summer season.	☒	☐	☐	☐
X.	**NOISE**. Would the proposal result in:				
a)	Increases in existing noise levels? There are several locations with noise-sensitive receptors in the project area, including the San Francisco National Cemetery, Crissy Field buildings, the Main Post area, residences and the Letterman complex. Existing and future-year noise levels will be modeled for all alternatives under consideration in the EIS/EIR. The noise criteria used to determine significant effect will be developed in concert with the Presidio Trust and the NPS, as will the identification of the range of sensitive receptors for any the alternatives. The EIS/EIR will examine noise abatement features and mitigation measures will be recommended.	☒	☐	☐	☐
b)	Exposure of people to severe noise levels? This project may expose people to severe noise levels. A noise impact study will be conducted to determine the potential for project alternatives to exceed established thresholds.	☒	☐	☐	☐
XI.	**PUBLIC SERVICES**. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:				
a)	Fire protection? Existing and planned public services will be identified and mapped as part of the EIS/EIR. The project is not expected to affect fire protection in the project area. Potential exists for response times to fire emergencies to be affected by project construction. Response times by fire protection services could change as a result of implementation of a project alternative. A transportation management plan will be developed during construction of the project in coordination with pubic service providers to ensure that adequate emergency response time is maintained. Impacts of project alternatives and project construction on the provision of fire protection services will be assessed in a community impact assessment report to be prepared for the project's EIS/EIR.	☒	☐	☐	☐
b)	Police protection? Existing and planned public services will be identified and mapped as part of the EIS/EIR. The project is not expected to affect police protection in the project area. Potential exists for police response times to be affected by construction activities. Future police response times could vary among project alternatives. A transportation management plan will be developed during construction of the project in coordination with pubic service providers to ensure that adequate emergency response time is maintained. Impacts of project alternatives and project construction on the provision of police protection services will be assessed in a community impact assessment report to be prepared for the project's EIS/EIR.	☒	☐	☐	☐
c)	Schools? This project will not induce any increase in population and resultant school capacity needs.	☐	☐	☐	☒

	Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
d)	Maintenance of public facilities, including roads? The project proposes to replace an aging and maintenance-intensive roadway facility. Replacement alternatives would be expected to have reduced maintenance requirements. A beneficial effect on the maintenance of Doyle Drive, itself may result. However, project construction and operation of the new facility may affect traffic volumes on the Presidio roadway network. The potential for additional traffic volumes and resulting maintenance needs will be assessed in the Traffic Operations Report that will be developed for the EIS/EIR for the project.	☒	☐	☐	☐
e)	Other governmental services? Project alternatives will address provision of transportation services in the Doyle Drive corridor.	☐	☐	☐	☒

XII. UTILITIES AND SERVICE SYSTEMS.

Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

	Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Power or natural gas? Gas pipelines and electrical transmission lines may be within or cross project alternatives alignments. Coordination with utility providers, the Presidio Trust and the NPS will determine existing utility locations and the potential for conflicts.	☒	☐	☐	☐
b)	Communications systems? Emergency communication lines and telephone lines may be within or cross project alternatives alignments. Coordination with the utility providers, the Presidio Trust and the NPS will determine existing utility locations and the potential for conflicts.	☒	☐	☐	☐
c)	Local or regional water treatment or distribution facilities? Drinking water for the Presidio comes primarily from the Lobos Creek Water Treatment Plant managed by the Presidio Trust. There are no regional water treatment or distribution facilities in the project area. Local water distribution pipelines may be within the Doyle Drive corridor and could be affected by project alternatives. Potential relocations of water distribution facilities will be assessed in the EIS/EIR.	☒	☐	☐	☐
d)	Sewer or septic tanks? The project may affect some portions of the existing sewer system. Local sewer pipelines may be within the Doyle Drive corridor and could be affected by project alternatives. Potential relocations of sewer lines will be assessed in the EIS/EIR. The Presidio Trust is studying reclaimed water irrigation systems for Crissy Field that may place pipelines across the Doyle Drive corridor. Coordination of distribution pipelines with designs for project alternatives will be documented in the EIS/EIR. The Presidio Trust is conducting studies to locate a wastewater treatment plant in the vicinity of existing Doyle Drive. Doyle Drive project alternatives could conflict with treatment plant locations. Site location studies for the treatment plant will be addressed in the Related Projects section of the EIS/EIR.	☒	☐	☐	☐

Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
e) Storm water drainage?	☒	☐	☐	☐
The existing stormwater system consists of a network of piping that is connected to at least six outfalls that cross existing Doyle Drive and discharge into Crissy Field and ultimately the San Francisco Bay. The Presidio Stormwater Management Plan identifies drainage system improvements to be coordinated with the project's construction. Conceptual design for project alternatives will incorporate stormwater facilities. No impact is expected to result from project alternatives; however potential impacts will be addressed during coordination with the Presidio Stormwater Management Plan.				
f) Solid waste disposal?	☒	☐	☐	☐
Solid waste disposal is managed through a private contractor. The project is not expected to result in any changes to solid waste disposal practices in the project area and there are no solid waste treatment plants in the project area. Construction and demolition activities resulting from project alternatives would result in a one-time disposal of project generated wastes. Disposal and recycling of solid wastes generated by project alternatives could generate project impacts. Impacts of construction activities will be addressed in the EIS/EIR.				
g) Local or regional water supplies?	☒	☐	☐	☐
The City and County of San Francisco (CCSF) has historically supplied up to one-third of the Presidio's potable water demand through several points of interconnection between the CCSF water supply system and the Presidio; the Presidio does not provide a regional water supply. The remaining water supply source for the Presidio is primarily from Lobos Creek, which drains an approximately 3.2 square-mile drainage basin, and from groundwater wells in the Presidio. The main source of water for Lobos Creek is the Lobos groundwater basin, which extends from under the southwest quarter of the Presidio south to Golden Gate Park and west to the Palace of the Legion of Honor (*Letterman Complex DEIS*). Local water distribution mechanisms may be within the Doyle Drive corridor and could be affected by project alternatives. Potential relocations of water distribution facilities will be assessed in the EIS/EIR.				
XIII. AESTHETICS. Would the proposal:				
a) Affect a scenic vista or scenic highway?	☒	☐	☐	☐
The project traverses the Presidio, recently designated as part of the Golden Gate National Recreation Area, and home to scenic vistas of both the Bay shoreline and the Presidio forests. The existing structure blocks views of the Bay and the Palace of Fine Arts and forms a barrier dividing Crissy Field and the upland portions of the Presidio and blocks views from the Presidio Main Post area and Crissy Field. The Presidio Trust and the NPS are addressing many visual and aesthetic issues through the *Draft Vegetation Management Plan and Environmental Assessment for the Presidio*. This environmental document will be incorporated by reference into the Doyle Drive project EIS/EIR. Project effects on the surrounding scenic resources will be evaluated following FHWA Visual Impact Assessment guidances. Design options for all alternatives will incorporate the aesthetic qualities for the parkway envisioned by the Doyle Drive Task Force.				

Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
b) Have a demonstrable negative aesthetic effect? The project is intended to significantly improve upon the aesthetic qualities of the existing structure, and will incorporate aesthetic qualities envisioned and recommended by the Doyle Drive Task Force and through the current EIS/EIR public input process. Project alternatives will result in changes to the existing visual environment. A visual analysis will be prepared to document the potential for project alternatives to have positive or negative effects to the visual environment.	☒	☐	☐	☐
c) Create light or glare? The project is not expected to generate any additional light or glare compared to the existing facility. However, potential impacts to light-sensitive receptors, such as residences in the project area vicinity, will be assessed.	☒	☐	☐	☐
XIV. CULTURAL RESOURCES. Would the proposal:				
a) Disturb paleontological resources? Paleontological resources are not thought to remain within the project area, although this will be confirmed by archival research available at UC Berkeley to ensure that any remaining resources are not affected.	☒	☐	☐	☐
b) Disturb archaeological resources? The Presidio has recorded prehistoric sites within the study area and the project traverses several areas of high potential for archeological resources. In accordance with Caltrans and FHWA Section 106 guidance, archaeological resources in the vicinity of the project will be inventoried, evaluated and consolidated into an Archaeological Survey Report and a Section 4(f) Evaluation will be completed as part of a Section 106 consultation with FHWA, cultural resources staff from the land management agencies of the Presidio and SHPO.	☒	☐	☐	☐
c) Affect historical resources? The Doyle Drive roadway was determined to be a contributing structure to the Presidio's National Historic Landmark status in 1993. The Presidio and Marina Viaducts were separately determined eligible for National Register listing in 1994. Adverse impact to the contributing structures of a National Historic Landmark requires full National Historic Preservation Act Section 106 compliance including consultation with the National Advisory Council for Historic Preservation. The consultation would require the utmost efforts be made to avoid adverse impact. A Historic Architectural Survey Report (HASR) for Doyle Drive was prepared by Caltrans in 1987. There have been submittals by the NPS requesting the nomination of the Golden Gate Bridge National Historic Landmark, which includes Doyle Drive as an element. A Section 4(f) Evaluation will be completed and affects to historic resources will be determined consistent with federal and state requirements.	☒	☐	☐	☐
d) Have the potential to cause a physical change which would affect unique ethnic cultural values? Native American consultation will be undertaken in consultation with the National Park Service to determine the potential for impacts to any unique ethnic cultural resources that may existing with the project area of potential effects.	☒	☐	☐	☐

Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
e) Restrict existing religious or sacred uses within the potential impact area? There are no known (not including archeological burial sites) religious or sacred uses within the project area. As part of the Community Impacts Assessment, the existing religious or sacred uses in the project area will be documented.	☐	☐	☐	☒
XV. RECREATION. Would the proposal:				
a) Increase the demand for neighborhood or regional parks or other recreational facilities? The project is intended to enhance multi-modal access to the Presidio recreational areas, which could result in increased demand for recreational facilities, and increase vehicle trips and demand for parking in these areas. The potential beneficial and negative impacts of project alternatives will be documented in the community impact assessment report.	☒	☐	☐	☐
b) Affect existing recreational opportunities? The project is intended to enhance access to the Presidio recreational areas, significantly improve the aesthetics and design of the existing structure and improve the experience of recreational users in the area. The potential beneficial and negative impacts of project alternatives will be documented in the community impact assessment report and a Section 4(f) Evaluation will be completed in order to assess parkland and recreational impacts. The EIS/EIR will also assess short-term impacts to recreational opportunities during the construction period.	☒	☐	☐	☐
XVI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☒	☐	☐	☐
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐

Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

XVII. EARLIER ANALYSES.

The project area is generally within the limits of the Presidio of San Francisco. The *Final Presidio General Management Plan Amendment Environmental Impact Statement*, July 1994 and the *Draft Supplemental Environmental Impact Statement and Planning Guidelines for New Development and Uses Within the Letterman Complex*, April 1999, include discussion of the potential impacts of changes to Doyle Drive. Information from these documents will be incorporated by reference where applicable.

Sources

A Proposal for the Redesign of Doyle Drive	October 1992	Michael Painter for the Doyle Drive Task Force
Report of the Doyle Drive Task Force to the San Francisco Board of Supervisors (Doyle Drive Task Force Report)	February 1993	Doyle Drive Task Force
Project Study Report: Doyle Drive Reconstruction (PSR)	July 1993	Caltrans
Final Presidio General Management Plan Amendment EIS (*GMPA EIS*)	July 1994	National Park Service
Final Presidio General Management Plan Amendment (GMPA)	July 1994	National Park Service
Doyle Drive Intermodal Study Report (Intermodal Study Report)	November 1996	SFCTA
Draft Environmental Impact Statement and Planning Guidelines for New Development and Uses Within the Letterman Complex (Letterman Complex DEIS)	April 1999	Presidio Trust
South Half of San Francisco North Quadrangle Seismic Hazard Map	April 7, 1997	CA Division of Mines and Geology

NOTICE OF PREPARATION

TO: Responsible Agencies

FROM: San Francisco County Transportation Authority (SFCTA)
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

SUBJECT: **Notice of Preparation of a Draft Environmental Impact Report**

The San Francisco County Transportation Authority will be the Lead Agency and will prepare an environmental impact report for the project identified below. Please provide us with comments with respect to the scope and content of the information your agency would like to see included in the environmental impact report necessary to fulfill your statutory responsibilities. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location and the probable environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to:
Mr. Andrew Butler Nash, P.E.
San Francisco County Transportation Authority (SFCTA)
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

Project Title: **Doyle Drive Environmental and Design Study**

Date: FEBRUARY 23, 2000

Signature:

Title: MANAGER OF TRANSPORTATION PLANNING

Telephone: 415-522-4803

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